

GENUINE
1865
BRANDY.
\$42.00 PER DOZ.
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

GOLD MEDALS, PARIS 1878, 1889.
JOSEPH GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award, Chicago, 1893.
Numbers for use by BANKERS.
Barrel Pens, 225, 230, 232.
Slip Pens, 324, 300, 287, 106, 404, 700.
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.
201

No. 13,504 號肆零百伍千叁萬第 日十初月伍年柒十二緒光 HONGKONG, TUESDAY, JUNE 25TH, 1901. 式拜禮 號伍十式月陸年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

WATSON'S
"B"
SUPERIOR VERY OLD
COGNAC
BRANDY.

A.S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to C. & A. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong. [48]

HONGKONG HIGH-LEVEL TEAM-

WAYS COMPANY, LIMITED.

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7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

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12.30 a.m. to 1.00 a.m. Every 10 minutes.

1.00 a.m. to 1.30 a.m. Every 15 minutes.

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THE VICTORIA DISPENSARY.
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AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

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TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

SPECIALITIES

AYALA CHAMPAGNE, EXTRA QUALITY.

This is one of the most Popular Brands in London. Supplied to ALL the principal

Clubs and Hotels. Price... 2 Doz. Pints. 1 Doz. Quarts. \$42.00 \$40.00

ROUSSILLON CHAMPAGNE, RESERVE CUVÉE.

The Favourite Brand in NAVAL and MILITARY Messes. Price... 2 Doz. Pints. 1 Doz. Quarts. \$36.00 \$35.00

"DRY ROYAL" SAUMUR.

A most delicious Sparkling wine and extremely moderate in price. Price... 2 Doz. Pints. 1 Doz. Quarts. \$23.00 \$21.00

BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS

This splendid and well-known Whisky has one of the Largest Sales in England and the

Colonies. It is wonderfully MELLOW and WELL MATURED. Price—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO. [a38]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassell

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT, \$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY, \$20 PER DOZ.

LA TORRE SHERRY, \$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY, BENEDICTINE LIQUEUR—

\$10.75 PER DOZ. D.O.M.,

Very soft, palatable, and mature. \$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a47]

KÜPPER PILSENER BEER.

THE LEADING BEER ON THE MARKET.

HAS REACHED ITS PRESENT STATE OF POPULARITY

OWING ENTIRELY TO ITS UNIFORM HIGH STANDARD OF

EXCELLENCE. IT IS ALWAYS BRIGHT AND SPARKLING

AND ABSOLUTELY FREE FROM SEDIMENT.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, Hongkong, 18th June, 1901. WINE AND SPIRIT MERCHANTS. [a40]

PHOTO. PLATE, PAPERS

GRAPHIC AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a44]

AERATED WATERS.

WATKINS' CROWN BRAND.

UNSURPASSABLE FOR PURITY AND

FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED. [a43]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS EX ENGLISH MAIL.

BRASSEY'S NAVAL ANNUAL, 1901

Academy Pictures (to be Completed in 5 Parts) ... 3.50

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Molesworth's Pocket-Book—Latest Edition ... 2.25

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Cable's Synonyms ... 2.25

Norris's Nautical Tables ... 9.00

Below's Pocket French Dictionary ... \$6.50

A few KODAK FILMS in TINS. 5 by 4 in. Size, No. 4.

MITCHELL'S PENS, HEATH'S PENS.

WILL'S THREE CASTLE and NAVY CUT CIGARETTES.

WILL'S NAVY CUT TOBACCO.

SLAZENGER'S TENNIS RACQUETS, and TENNIS BALLS.

SANDOW'S GRIP DUMB BELLS.

LADY'S and GENTLEMEN'S BOOTS and SHOES (Brown and Black).

LAMBERT and BUTLER'S LOG CABIN TOBACCO.

23 & 25, Queen's Road, Hongkong. [a37]

COTTAM & CO.

HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.

A FULL STOCK OF

TENNIS SHIRTS, DAY SHIRTS AND SINGLET. [a41]

PILSENER BEER

Per Case, 4 Doz. Quarts. 6 Doz. Pints.

LONG BOTTLE - \$13.00 \$13.00

MÜNCHENER BEER 14.00 14.00

Apply to—

G. GIRAULT. [a45]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared

to furnish Prices, &c. on STEAM ENGINES, GAS and OIL ENGINES, BOILERS,

PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD

WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S

SMALL TOOLS, BUILDERS' IRONWARE, &c.

Made in America (U.S.A.) Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO., Hongkong, 3rd December, 1900. [125]

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899. [1044]

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS,

CURIOS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE,

FINE SILKS and GRASS CLOTHS. General Exporters of

ANISEED and CASSIA OILS, &c. &c. Stock always on Hand.

AN INSPECTION IS RESPECTFULLY SOLICITED. Note.—We beg to announce that we also

buy all kinds of Curios at Moderate Prices. 1 & 3, D'AGUIAR STREET

(Behind Hongkong Dispensary). Hongkong, 18th April, 1901. [1056]

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus

Rot, and Dampness. Sole Agents for China, LUTGENS, EINSTAMANN & CO.,

Hongkong, 31st August, 1897. [372]

C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ARDEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC

TILES. Prices on Application. [39]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO. Hongkong, 14th February, 1901. [5]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO. Hongkong, 18th September, 1899. [1509]

CLUB OLD WHISKY.
H. PRICE & CO.
\$12 PER DOZ.
PURE MELLOW

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [50]

THE

PEAK HOTEL.

City Office: 7, Duddell Street. [905]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The Peak, near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [53]

THE WAYERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate. A. FONSECA, Manager. [52]

KOWLOON HOTEL

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is excellent.

J. W. OSBORNE, Proprietor. J. H. DOWNS, Manager. [1443]

"BOA VISTA" HOTEL, MACAO.

THE most healthy place in South China.

Macao is 40 miles West of Hongkong, and the trip is made each day (Sundays excepted) by the Steamer "HEUNGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 p.m., or according to Schedule, and Macao at 7.30 a.m. Connections made at Macao with Company's Steamer to and from Canton.

Cable Address—"Boa Vista."

CLARKE & CO., Proprietors.

For Terms, apply to

906a, MANAGER.

SCIENTIST.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [532]

INTIMATION.

A. S. WATSON & CO.,

LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OFAERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901.

BIRTHS.

On the 15th June, 1901, at Dalbeattie, Kirkcubrightshire, Scotland, the wife of Capt. PHILLIPS, of a daughter.

On the 16th June, 1901, at 18, Boone Road, Shanghai, the wife of J. B. BARCLAY, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th June, 1901

We have arrived at the usual time when unrest begins to rise its head in China, yet we seem to miss the usual June crop of rumours. Are we to believe that China has had enough of it, and she is imitating the policy of the coon, who cornered in the tree politely asked the hunter not to shoot—he would come down? Last June the nations of Europe, aghast at the outbreak of barbarism in the North, when they had come to the conclusion to send troops to Peking, one and all looked upon the settlement of the Chinese affair as a thing easy of accomplishment. They had only to send some twenty or thirty thousand troops, the Chinese would not show fight, and in a month or two the whole would be settled, the instigators of the outrages punished, and the country started on a course of reform. After twelve months of success the Powers are just as anxious now to get out of Peking as they were then to get in, and of the hopeful programme then held up for our admiration not one item has been accomplished. The *vis inertia* of three hundred millions has proved too much for the united arms of Europe, and like a panic-stricken flock of sheep, it has proved more dangerous to itself than to the shepherds. China has for the nonce won her immediate end, but she has done so by the utter absence of all those principles of self-restraint without which no nation can continue to exist as a power. No one who has seen the conduct of a flock of sheep, when the buildings on the sheepcote have taken fire, can fail to note the analogy with the action of the Chinese in the present crisis. In such a case the first impulse of the flock is to rush into the midst of the fire, notwithstanding all the efforts of the shepherds to keep them out of harm's way. Each individual sheep seems possessed with a demon of self-destruction, and will take advantage of the first opportunity to rush into the furnace; and seeing one escape the shepherd, the others will blindly follow its example, and probably by sheer weight

succeeded in forcing a passage through their protectors. This is very much what has been taking place in China. The people and their rulers see with their physical eyes the danger, yet individually and collectively they are so dazed by panic that, like unfortunate sheep, their impulse is to rush straight for the all-devouring element. There are those amongst the onlookers who would gladly come to the rescue, but they are borne down by the mere weight of numbers, and in spite of the experience of seeing their fellows one by one caught in the flames and overcome by the most horrible of deaths, they have to stand by while the whole flock immolates itself. It is thus that amidst the panic the only measures that lead to still further ruin; and the only statesmen who can obtain a hearing are those whose advice is the most suicidal. The cunning LI LIENYING, the incapable and discredited LU CHUAN LIN, the purblind LI HUNG-CHANG, who can only see Moscow;—these are the men whose example leads the nation on to destruction; while others like LIU KUNG-YI, even the aged WAN WANG-SHAO, find themselves in the wild struggle hopelessly overpowered, or buried in the mass of ineptitude and folly. Nor can we exempt from blame the self-appointed shepherds of the flock, who when the panic was new, and the flock looked for some indication of safety, hesitated till it had passed beyond control—who were bent rather on punishment and revenge than on example, and who lost the precious time when reorganisation was possible in squabbling amongst themselves about questions of petty precedence, and who disclaiming all desire for personal aggrandisement were nevertheless all the while surreptitiously working out schemes of partition—each in its own interest, while as carefully trying to spoil, under pretence of helping the common cause, his neighbour's "little game." When history comes to review the events of the twelve-month in China, the verdict will be one of the utter ineptitude displayed by one and all; and may be summarised in the old nursery rhyme:—
The King of France with twenty thousand men
Marched up the hill—and then marched down again.

The opportunity has been given and lost, and to all appearance the last state of China is worse than the first. Meanwhile the one country that has scored any even partial success is the most unscrupulous of all; and we may feel well satisfied if the one fruit of all our toil be not to hasten on the supreme conflict between barbarism and culture, that we had even a year ago fondly hoped had been relegated to the time of our grandchildren, if not postponed, like a too knotty point in court, *sine die*. Russia, it is true is at home in evil case, but, as in the days of the Empress CATHERINE, it is under such cases that Russia is most dangerous to her neighbours. In this instinct has taught her a similar lesson to what it has France, France however, learnt the lesson too well, and in the case of NAPOLEON III well nigh brought his country to destruction; we can only hope that a like result will follow the pursuit of similar tactics by the unscrupulous Court surrounding the well-meaning, but insufficiently strong NICHOLAS II.

On Sunday night the British transports *Lalpore* and *Nurani* left for Taku.

H. M. S. *Hermione*, which arrived yesterday, was flying the homeward bound pennant.

The meeting of the Legislative Council summoned for to-day at 3 p.m., has been postponed *sine die*.

Nurse E. S. Gray, the first of the nurses engaged to work in connection with the Hongkong Nursing Institution, arrived in the colony by the last English mail.

Owing to a hitch in the operations, the attempt to raise the sunken dredger *Canton River* has had to be postponed, and it is expected that it will be made before Thursday.

Apart from plague last week, the cases of communicable disease reported in the colony were only two, both of enteric fever—one European and one Chinese. No deaths were reported.

The Chief Justice will deliver judgment at the Supreme Court this morning at 10.30 in the special case, the Attorney-General v. Sarah Jacques, which was heard before his Lordship on the 14th inst.

Colonel The O'Gorman, Deputy Assistant Adjutant General in Hongkong, is, with Madam O'Gorman, leaving the colony at an early date for England. Colonel O'Gorman's term of service expires on the 30th inst., but the date of his sailing is not as yet definitely settled. He will be succeeded by Major Hamilton, King's Own Scottish Borderers, a staff officer of considerable experience. Major Hamilton, whose last appointment was that of Acting Adjutant General in the Presidency District of India, is due to take up the duties of the office left vacant by the refusal of Colonel O'Gorman on 1st July. The departure of Colonel The O'Gorman and his wife will be regretted by their many friends in Hongkong, who unite in wishing them *bon voyage*. They travel, it is understood, by way of the Trans-Siberian Railway.

Hanoi is suffering from a plague of beggars, both professional and actually indigent.

Yuan Shikai's mother, who died at Chinanfu on the 16th inst., was 70 years old.

A Havas telegram, dated Paris, 17th June, says that the Ministers at France are agreed upon the sources from which the indemnity money is to be raised and as to the manner of realisation.

L'Echo de Chine, discussing the proposed remedies for missionary troubles in China, repudiates the idea that France can ever give up her role of protectress of Roman Catholic missions. As for the suggested "mixed courts" to settle disputes, our contemporary says: "We hope never to see a (Roman) Catholic missionary sitting in any mixed court whatever."

Considerable friction has occurred in Shanghai between the Recreation Ground Committee and the Polo Club, nearly culminating on the 15th inst. in a fight, according to the local papers. The trouble arose over the action of the Polo Club in erecting a matchless and rail which they reserved for honorary and playing members, which the Recreation Ground Committee held to be an infringement of the public rights.

Readers who have noticed in yesterday's "New Advertisements" an appeal to any friends and acquaintances of a Mr. Homer C. Streeter, an American citizen, recently engaged in mining business in the Philippines, who came to Hongkong in serious ill-health and died at the Government Civil Hospital on the 18th inst. Such friends and acquaintances are requested to communicate with the U.S. Consul at this port.

Major Cesar Nerazzini, Grand Cross of the Crown of Italy and Officer of the Order of St. Maurice and St. Lazarus, who arrived at Shanghai by the *Kiauchow* has taken charge of the Italian Consulate-General. Major Nerazzini who was formerly a doctor in the Italian Navy, is not a stranger to Shanghai, having visited the port on the staff of the Duke of Genoa when the Duke came there in command of the *Vettor Pisani* some twenty years ago. The King of Italy has conferred on Signor E. Ghisi, the predecessor of Major Nerazzini, the rank of Honorary Consul-General, and has appointed him Commander of the Crown of Italy, in recognition of his services to his country in Shanghai.

The Japanese subjects who were ordered by the German authorities to leave the Carolines last February have made a statement of their case, the *Japan Mail* says. They claim that they were very harshly treated, not being allowed to offer any explanations to the authorities nor given sufficient time to wind up their affairs. It is alleged, on the one hand, that they were engaged in a commerce interdicted by Germany; on the other, that no reason existed for their expulsion except the hostility of German local merchants who found their competition inconvenient. They plead that had the former accusation been the cause of the trouble some kind of investigation must have been held, whereas they were driven away without any inquiry.

The *Sin Wan Pao* says that the famous "Coal Hill" at Peking, north of the Palace, is now daily crowded with sightseers. The various kiosques have been somewhat damaged, and a bronze image of Buddha has been tumbled down off its wooden frame. There are scattered about the grounds numerous tablets, and photographs are being seized the opportunity of which will probably never recur. There is also a still rarer object upon the walls of the Forbidden City, which is also being recorded on the lenses of the photographers. This is a Boxer proclamation in the name of Prince Chuang, Kang Yi and others. It says: "All the foreign devils' halls have now been burnt, and the devils have no place to hide themselves. If any one aids them to hide away, he will be killed without mercy. If any one searches out a man, and hands him over he will receive 30 taels, a woman, forty taels, or a devil child, thirty taels. They must be real foreigners, and upon inspection made the rewards will be paid at once. If any one desires to help the military funds let them forward their money to Prince Chuang, and after peace is restored they will all be duly rewarded."

In a letter written from Peking in March, but only published in the *Times* of the 22nd, Dr. Morrison, speaking of the thorough way in which the Allies looted in Peking, says:—In one of the small rooms (of the Imperial Palace) occupied by the Emperor one curious relic has, however, been overlooked, which ought to have had a peculiar interest for the Russians. It is a piece of silver plate, representing Russia the Liberator restoring freedom to the Bulgarian people. It was originally made by order of the Tsar Alexander III for presentation to the Sobranie at Sofia, but before its completion Prince Alexander of Battenberg had lost favour in the eyes of his Imperial kinsman, and the gift was never forwarded to its contemplated destination. But in 1897 an opportunity was at last found of putting it to a new use, when Prince Ukhomsky was sent out with presents from the Tsar to the Son of Heaven. The date and inscription were altered, and, though many of the Bulgarian accessories still betrayed its identity, it was passed on to the Emperor of China as a symbolic representation of Russia the Liberator restoring to him the Liao-tung peninsula! If the Emperor Kwang Hsu has any sense of humour he must have appreciated the grimness of the joke when Russia the Liberator relieved him a few months later of all further anxiety about the future destinies of Liao-tung.

There are to be two battalions of German troops kept in garrison at Shanghai, with cavalry and artillery.

The coffin containing the remains of Baron von Ketteler was to be shipped in the German transport *Palatin*, which was expected to leave Taku on the 21st inst.

A Peking letter states that Prince Chun, charged with his mission to Germany, will sail for his destination in the German Mail steamer *Bayern* from Shanghai on the 29th July.

The water polo match at Kowloon last night between the V. R. C. and H. M. S. *Janus* resulted in a win for the latter by three goals to two. The play on both sides was indifferent.

L'Echo de Chine of the 17th inst. publishes a plan and the rules of the Hanoi Exhibition of 1902. The date of the opening of the Exhibition has been postponed, to the 3rd of November, 1902, when it will coincide with the completion of the bridge over the Red River at Hanoi, and the inauguration of the first line of railway. The Exhibition is to consist of three sections:—1. France and her Colonies, 2. French Indo-China, 3. The Countries of the Far East.

Dr. Arthur H. Smith, who has been residing for some time in Tientsin, has met with the misfortune of the dislocation of his right arm by a jiu-jitsu accident, but says the *N. C. Daily News*, with its characteristic resourcefulness—as he uses a typewriter—he remarks "that need not affect the most of my hand-writing." We trust it will not, as he is at the present time preparing a work that is much looked forward to, his book on the subject of the Chinese disturbance, of which he has been a very real observer and withal one whose whole life has been in peril in connection with it, having been one of the besieged in Peking.

On Sunday night, Mr. C. B. Buyers, Superintendent of the Peak Tramway, who has but lately returned to Hongkong from a holiday, met with a serious accident. It occurred as he was about to board a tram in motion near the Peak Station. Missing his footing, or misjudging the speed at which the car was approaching, he was forcibly thrown off the car and against the fence. The impetus carried him over the fence, and he fell a distance of about 15 feet. On being picked up he was conveyed to the Peak Hospital and found to be suffering from a severe injury to the head, a fractured collar bone and a damaged rib. Mr. Buyers is, however, progressing favourably, in spite of his numerous injuries.

A Shanghai *Mercury* correspondent wrote on the 23rd May:—"If the inhabitants of Chungking are still impressed by the present condition of things, they must conclude that it does not pay to drive out the foreign devils, for there are now more foreigners in this city than at any period of its past history. There is a sense in which it may be said that Chungking is crowded with foreigners, and more are coming." We are glad to learn from the same source that the Acting Consul has refused to grant passports to single ladies desiring to pass on into the interior, having, it is said, received orders from Peking to that effect. Lately he has gone further and practically forbidden wives to accompany their husbands. On the other hand, he does not object to male missionaries going forward even to the most distant and inaccessible parts.

THE NEW TRAMWAY SCHEME.

It would appear as though the days of the ricksha are numbered. In our advertising columns yesterday appeared a notice to the effect that it was the intention of the promoters of a company, "to be hereafter incorporated under the name of the Hongkong Tramway Electric Company, Limited, or some other similar name," to apply to the Legislative Council for a bill to authorise the construction of a tramway within the colony. It was not to be expected that a British possession so commercially prosperous as is Hongkong should be content for always to leave its vehicular traffic on the lower levels in the hands of coolies. Other settlements in the Far East may be willing to suffer the existence of such primitive methods of street transportation (though Shanghai is apparently not one of these), but there is no reason why Hongkong should be one of these, and it will doubtless give general satisfaction that the initiatory step in the introduction here of western methods of street passenger traffic has been taken. The promoters of the proposed tramway are the Yangtze Valley Company, Limited, of London, and their agents in Hongkong are Messrs. Shawan, Tunes & Co., 14, Des Vexes Road Central. The line will be a thoroughly modern one, and will run through the town from east to west, the chief line of route being by way of the Old Praya. It is too early yet to publish details, as the bill authorising the construction of the tramway has to be first passed by the Legislative Council and then sent home to the Imperial Government for approval. Immediately that approval has been gained, the work connected with the laying down of the line will be proceeded with at once. As at present contemplated, the line will extend from the Rope Works at Belcher's Bay and Shaukiwan, the village lying on the other side of Quarry Bay, and should the results be satisfactory, it will be extended further in both directions. The line in the outskirts of the city, where traffic is not likely to be congested, will be a single one, but it will be duplicated in the vicinity of the City Hall. The cars are to be constructed with a view to meeting all climatic exigencies, and will run every few minutes. As we have said, the step is an important one, and will doubtless meet with the unqualified support of all residents in the colony. As to its necessity, we have on many occasions previously insisted on this.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

MANILA, 24th June, 11.30 a.m.

SURRENDER OF GENERAL CAILLES.

General Cailles surrendered to-day, with four hundred rifles, at Santa Cruz. The oath of allegiance to the United States Government was administered to all, who were then released.

REUTER'S SERVICE.

LONDON, 22nd June.

THE AMERICAN ATTACHE ON BRITISH BRAVERY IN SOUTH AFRICA.

The report of the American Attaché on the Boer war declares the British troops to be brave to a fault. If they were less brave, there would have been fewer faults and more victories.

SUPREME COURT.

Monday, 24th June.

IN CRIMINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON, Kt., C.M.G. (CHIEF JUSTICE).

COUNTERFEIT COIN CASE.

Pang Lun was charged on four counts:—(1) selling counterfeit coins, (2) uttering counterfeit coins, (3) having three or more counterfeit coins in his possession, and (4) uttering counterfeit coins.

Mr. J. J. Francis, K. C. (instructed by Mr. K. W. Mouney), who appeared for the defendant, intimated that his client pleaded guilty to the third count—possession—and that the Attorney-General was willing to accept that plea and not to proceed on the remaining counts of the indictment.

Mr. Francis said the defendant did not make it a business to sell counterfeit money, and that it was only after considerable time and difficulty the prosecution could get together what little money had actually been sold. His Lordship, said Mr. Francis, would have noticed that the money was not being sold as false money, but as refuse or useless money which was apparently to be sent to Canton to be melted down. The defendant, before he handed it over to the purchaser, wanted to chop it up. Under all the circumstances of the case, Mr. Francis desired his Lordship to avail himself of the powers given him under section 35 of the Ordinance and fine the defendant, further binding him over in his own recognisances to keep the peace.

His Lordship—Is your client able to pay a considerable fine?

Mr. Francis—No, my Lord, he is a poor man. It would be a totally different thing if the master of the shop were before you.

His Lordship—The shop people ought to pay his fine.

Mr. Francis—I am afraid there is no legal means of compelling them to pay it. It was with great difficulty that the necessary expenses for the defence were obtained.

The Acting Attorney-General had no objection to the course proposed by Mr. Francis, and the defendant was fined \$500, to be paid forthwith, in default of which he would be imprisoned for nine months with hard labour. He was further bound over in his own recognisances of \$500 to keep the peace and be of good behaviour for a period of six months.

ATTEMPTED LARCENY—CASE WITHDRAWN. Lam Shek Young was charged with attempted larceny at Tai Hom village on 14th May. He pleaded not guilty, and was defended by Mr. E. H. Shack, barrister-at-law (instructed by Mr. K. W. Mouney).

The following jury was empanelled—Messrs. W. A. Sims, W. Hardwick, J. S. Eekiel, S. F. de Roca, A. M. R. Pereira, M. Meyer, and J. Benjamin.

The Acting Attorney-General said the complainant in the case was a Chinaman—a farmer living at the village of Tai Hom, near Kowloon City. On the evening of the 14th May, about nine o'clock, the complainant was in his house when he heard a noise on the roof. He picked up his rifle, and looking up through a hole that had been knocked in the roof, and through which poles were thrust, saw some four or five men on the top of the house. The complainant fired his rifle, and two of the men, apparently sliding down the poles into the complainant's house, bolted through the front door and escaped. The complainant had gone for the police, and at twenty minutes past nine Sergeant Kent, in charge of a party, arrived. They searched the house, and on the roof the complainant found a chopper, which he handed over to a Chinese constable. The complainant, Mr. Follock explained, did not profess to be able to identify any of the robbers, but evidence would be brought forward by the prosecution to show that the defendant was connected with the chopper. One of the Crown witnesses was a blacksmith carrying on business in Kowloon, and he would tell the jury that he sold the chopper to the defendant on 14th May—the night of the attempted robbery—at six or seven o'clock, some two or three hours before the affair took place. The defendant had denied that he actually bought the chopper, but he appeared on his own showing to have been in the shop when it was purchased. The jury would also have to consider the fact that when he was arrested—two days after the attempted larceny—the defendant was wearing a pair of trousers which had stain of blood upon them. The stains were undoubtedly those of blood, but the Government Analyst was unable to say whether the blood was recent or whether it was human. One point he had omitted to mention, said the Attorney-General, was that when the complainant fired his rifle one of the robbers fell from the roof in attempting to make his escape, and sustained a fracture from which he ultimately died. It was possible that the blood on the defendant's trousers might have been caused by his attempting to rescue the injured man, who, although unable to move, was found some distance from the house.

After hearing the Attorney-General, his Lordship, addressing the jury, said he thought the case was altogether too weak to go before them. There might be grave suspicion against the defendant, but that was not enough, and he would ask them to return a verdict of not guilty.

The jury were unanimous in finding the prisoner not guilty, and he was discharged. This brought the Sessions to a close.

THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 33 fresh cases of plague (32 Chinese, one European) and 35 deaths (34 Chinese, one other Asiatic). Last week's figures were:—155 cases and 152 deaths; 115 of the cases were in the City of Victoria, 40 outside. The figures for the year are now:—1456 cases (1386 Chinese, 46 other Asiatics, 24 Europeans), and 1389 deaths (1348 Chinese, 32 other Asiatics, 9 Europeans).

The fresh European patient is Mr. Johannes Wacker, an assistant in the firm of Messrs. Carlowitz and Co.

Mr. D'Agostini, of H.M. Naval Yard, who was taken from Beaconsfield Arcade at an earlier stage of the epidemic suffering from plague, Albert Chunyut, engineer on the s.s. *Haiching*, and Francisco Rios, a Portuguese who was taken to the Plague Hospital from his residence in Bridge Street recently, have all been discharged as cured from Kennedy Town. All the other Europeans still under treatment are doing well.

Mr. Leodoro Francisco Leon, secretary of Messrs. Campbell, Moore & Co., Ltd., died on Sunday night, it is rumoured, of plague, at his residence, 37, Caine Road. His funeral took place yesterday at 4.45 p.m., and was attended by his many friends.

We regret to learn that Mrs. Primrose, wife of Capt. Primrose, who had been residing at Wild Dell, has contracted the disease. She was taken to the Kennedy Town Hospital at an early hour last night.

HUIHOW.

[FROM OUR CORRESPONDENT.]

18th June.

RE-HOISTING THE FLAG.

The British flag, which has not flown in Hainan for 14 months, was re-hoisted on May 28th at the British Consulate. Its absence during that time has not been due to any cessation of friendly relations between the British and Chinese Governments, but to the fact that owing to the abandonment of the old and the building of the new Consulate there was no place where it could be hoisted until the new buildings had been completed. These being now finished, and the fine flagstaff, 100 feet high and weighing over two tons, having been successfully erected, the flag was re-hoisted by the Consul and the sound of many crackers and the congratulations of both Chinese and foreign residents. The new flagstaff forms a conspicuous landmark in Huihow. In the evening the Consulate grounds were prettily illuminated with red, white, and blue lanterns; and in the course of a speech which he made during a dinner given by him, Mr. Werner, the British Consul, said that he thought all must agree that, on the whole, the British flag had been on the side of truth and justice, and of the oppressed against the oppressor. But flags were signs of division—often of hostile division; they showed this sometimes in the symbols they bore—lions, tigers, elephants, eagles, fierce dragons, etc. He looked forward to a time when all the nations of the world would be united under one flag, and work together for the cause of peace and civilisation; and he thought that the best flag for that purpose would be the flag of Jesus Christ.

NO PLAGUE.

Though the districts to the east and west of Huihow have been seriously affected, Huihow itself has this year escaped anything which could rightly be described as an epidemic of plague. The severity of the disease last summer may account for the present immunity.

SATURDAY'S SHOOTING MATCH.

VOLUNTEERS V. NON-VOLUNTEERS.

NON-VOLUNTEERS.

A rifle match came off at Tai Hang Range, Causeway Bay, on Saturday afternoon, between teams representing Volunteer and non-Volunteer members of the Hongkong Rifle Association. As we were not favoured with the official report, we give the scores alone. The conditions to the match, as already stated, were similar to those of the Interport match—ten men seven shots, seven shots at each range (200, 500, and 600 yards), with two sighting shots. The result was a win for the non-Volunteers by 50 points. Appended are the scores:—

NON-VOLUNTEERS.

	200	500	600	TOTAL
Ar-Ser. Blair	33	33	30	96
Ser. Ins. Wake, R.N.	32	32	31	95
Ins. D. McLennan	32	28	35	95
Mr. W. G. Blackwood	32	30	28	90
Q-M-Ser. Wallace, R.E.	32	31	28	89
Q-M-Ser. West, R.E.	30	30	27	87
Ser. Bowery, R.E.	29	32	26	87
Mr. J. Cramer, R.N.	25	31	29	85
Ser. Meekie, R.W.F.	33	30	22	85
Capt. Carlyle	29	29	25	83

VOLUNTEERS.

	200	500	600	TOTAL
Ser. Marshall, "B" Co.	31	33	28	92
Gen. Baldwin, F.B.	33	29	29	91
Ser. Maj. Lammer, "A" Co.	29	29	31	89
Ser. Stewart, F.B.	31	31	27	89
Priv. E. Clarke, "D" Co.	32	31	26	89
Priv. G. Macdonald, "D" Co.	28	34	25	87
Priv. Watson, "D" Co.	29	29	24	82
Lieut. Messop, F.B.	29	31	25	85
Priv. Horley, "D" Co.	27	27	16	70
Gen. Lapsley, F.B.	24	21	17	62

LATEST STEAMER MOVEMENTS.

The T. K. K. steamer *America Maru*, with mails, &c., left Shanghai for this port yesterday, at 3 p.m.

The C. P. R. steamer *Empress of China* left Yokohama for Vancouver at 4 p.m., on the 23rd inst.

The N. P. steamer *Olympia* has arrived at Yokohama, and sailed for Hongkong on the 24th inst.

The N. P. steamer *Victoria* arrived at Tacoma, from Japan and Hongkong on the 21st inst. The "Ben" line steamer *Banlder*, from London and Straits, left Singapore on the 22nd inst. for this port.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 22nd June.

THE FANTAN GAMBLING MONOPOLY.

A syndicate residing at Canton has farmed from the Viceroy the monopoly for *fantan* gambling for the whole of Kwangtung province at the large sum of \$1,800,000 for one year only. The afore-mentioned syndicate has sub-leased the monopoly for the local prefectures of Chaochow, including Swatow, Kiatingchow and Huichow, to a few local gentry for the sum of \$320,000. This is the first time in the annals of the above districts that gambling has been legally permitted, and its attendant evils are now beginning to be felt.

THE CONSEQUENCES.

Although gambling dens have existed here for a considerable time, they could on the least complaint be made to close up; but now complaints are of no avail whatever. Since legal permission has been extended to it, gambling has become a public nuisance and a great loss to the native merchants. Of late when employers of Hong have been entrusted with money for transmission to various places, instead of delivering the money at its destination they have often gone and lost it all at the gambling dens which are now scattered all over the place. With a view of abating this evil, the native merchants collectively sent a petition to the

CHINESE MAGISTRATE

soliciting his interference. This worthy, however, returned the petition to the merchants, having written across the petition that gambling is legally permitted and that he is powerless to do anything.

MERCHANTS' ACTION.

In view of the above decision and with the object of preventing further losses to themselves, the merchants' guild convened a meeting at which three resolutions were adopted, viz:—

1.—Any Hong wishing to adhere to these three resolutions has to sign same to the effect that if any member of the Hong be reported to frequent gambling dens, the informant thereof to be paid the sum of \$20 by the Hong concerned.

2.—If an employee be dismissed from a Hong for gambling, such employee is not to be engaged by the other Hong who have entered into this agreement. Breach of this rule entails a fine of \$200.

3.—The above-mentioned rules are merely for the guidance and mutual protection of the Hong, and the various merchants are invited to sign the agreement so as to minimise the gambling craze.

A FOREIGNER SUFFERS LOSS.

A local doctor who employs a native shroff for collecting payment of bills has been defrauded by the latter to the tune of about \$70, the greater part of which the shroff lost in gambling. He cleared out before the fraud was detected. On having had the gambling dens pointed out to him, the doctor complained to his Consul, who recovered about \$800.

A NEW LOTTERY.

By sanction of the Tao-tai, who no doubt gets his squeeze, a new lottery has been established here since last month, and there are to be regular monthly drawings.

H. M. S. "HERMIONE"

arrived here from Amoy on the 20th inst.

GERMAN COMMERCE AND INDUSTRY.

The *Colony Gazette* last month devoted a long article to the purchase of the Atlas Line by the Hamburg-American Company and of the Leyland Line by an American company. It is admitted that the British mercantile marine is so vast that a mere diminution in the number of its ships is not a very serious matter. On the other hand, the English flag is being driven from certain trade routes, and the question is asked why British owners prefer to part with their ships instead of making them pay by a management as enterprising as that of foreign purchasers who can afford to give much larger prices for them. It is pointed out that the North-German Lloyd, which two years ago bought the fleets of the Scottish Oriental Steamship Company and of the East India Ocean Steamship Company has not been content to conduct the service of these lines as it had previously been conducted, but has hastened to improve it by adding new vessels, so that the value of these commercial fleets is now far greater than when the North-German Lloyd took them over. It is understood that the Hamburg-American Company intends to deal in the same way with the Atlas Line.

Although the *Colony Gazette* discusses in a spirit of self-congratulation the acquisition of British steamship lines by German companies, it does not forget the simultaneous port of American enterprise in the same sphere. It finds consolation in the thought that the German ship-building industry has attained a position which challenges comparison with any other in the world, and that German officers and seamen enjoy a training which is, perhaps, unrivalled. The recent establishment of training ships for the mercantile marine is expected, according to the organ, to provide a supply of ships officers superior to those of any other nation. The only fear to which expression is given is that the predominant influence of the Agrarians may result in a short-sighted commercial policy, which would paralyse the activity and the enterprise of the German seaport towns.

An article in the Russian *Siekt* directs attention to the expansion of German influence in Belgium and Holland, to the propaganda of the Brussels journal *Germania* among the Flemish population, and to the alleged Pan-German movement in favour of the inclusion of Holland in the German Zollverein. The *Siekt* asserts that a prominent Belgian politician who was recently in Berlin came to the conclusion that Germany desires to destroy the commercial independence of Northern Belgium and to secure an outlet to the sea at Antwerp and Ostend.

In reply to these insinuations, the *Berliner Neueste Nachrichten* reminds its Russian contemporary of the existence and of the extraordinary prosperity of Hamburg and Bremen, and further anticipates that the port of Emden will have a great future in the development of German shipping. "Germany is therefore in a position to make further conquests in the carrying trade without going beyond her own frontiers or encroaching upon the spheres of other States."

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

AN EFFICACIOUS CURE FOR PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

Coast Port, June, 1901.

Sir,—For the sake of humanity I hope you will kindly allow me a small space in your columns to bring to the information of those who have to deal directly with plague cases in particular and of the public in general a treatment of this fell disease which I have found to be most efficacious. I beg to state most distinctly that I have no pretension to the slightest idea of medicine, but whilst I was in Hongkong I heard from a man of experience of the treatment which I am about to make generally known through the medium of your paper. I had then good grounds to firmly believe in the good results attained; I could not, however, attempt to bring the facts before the public because of the anger which I would provoke amongst the local practitioners, and because of the consequent persecution which would be started by them, for they will not allow any treatment of diseases outside the pale of their science, and consequently the man who, not belonging to their clique, pretends to try his hand at doctoring, must necessarily be an ignorant and a fool who should at once be run down.

Now that I am in a coast port beyond the reach of the Hongkong professionals, I have tried the treatment without fear of persecution or prosecution for doing so, for I have tried it on Chinese, and have had the satisfaction of saving many lives.

Now, to come to my purpose. As soon as any symptom of plague is apparent, give the patient a hot bath, as hot as he can stand; then give him a tablespoonful of pure olive oil every three hours, in the meantime giving him a friction of heated olive oil on the body every hour or so.

This simple treatment has proved efficacious in many cases, and a fair trial will not make twenty-five deaths in twenty-four cases surely.—Yours, etc.

X. X. X.

A PUBLIC NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Permit me to use your columns to draw the authorities' attention to a great nuisance and a danger to public peace. I refer to the great number of Japanese loafers who seem to have made Hongkong the field for their rowdy and indecent behaviour.

Within the past week I have noticed two cases in the Police Court reports, one for disorderly conduct and resisting arrest, the second of assault on a little girl, only two-and-a-half years of age, and on two animals.

I myself have noticed night after night a score of these loafers perambulating Wellington Street, and adjacent roads, knocking against peaceably disposed Chinese, insulting their women, and even walking up and staring insolently into the faces of European lady pedestrians.

These men are ostensibly employed (so they claim) by various Japanese firms, while in fact they are nothing but Ship Street runners, the scum of Japan, living on the earnings of their unfortunate countrywomen residing in that locality, and between times making themselves as obnoxious as they possibly can to the respectable classes of the colony.

This thing ought to be stopped, for the Government has the power, and ought to exercise it, of deporting such undesirable sojourners from the colony. Instead of fining these vagrants when arrested on some misdemeanour, the magistrates ought to be instructed to deport them, since the Japanese Consul seems unaware of their existence. In Shanghai the Japanese Consul will not even allow his countrywomen of light character to settle there. Here we have not only them, but their agents. I think this matter ought to be looked into by the authorities.—Yours, etc.

R. X.

GOLD AT LEITH: WAS IT IMPORTED?

The recent discovery of gold at Leith created a great amount of public interest, and the "gold fields" have been visited by large numbers of people. The excavations where the most recent finds were made are at a spot some 200 yards from the hospital, where traces of gold were first discovered. This ground was formerly covered by old dilapidated buildings, but, some years ago, under the Leith Improvement scheme, these buildings were cleared away. Working-class dwellings-houses are to be built on the site. The soil is of a sandy nature, and the previous metal was found in particles embedded in soft friable stone under a bed of sand and gravel about nine feet from the surface.

Local geologists were unanimous in the opinion that there is nothing in the strata of the neighbourhood to indicate the presence of auriferous deposits. Though compelled to admit that gold had actually been found, they were at a loss to explain its presence, and could only look upon it as some freak of nature.

A gentleman who has written several works of local historical and antiquarian interest gave an explanation, which is considered the most feasible yet put forward. There is a tradition that about 200 years ago a then well-known local man, George Heriot, imported several cargoes of ballast, in which gold was found, and out of which he made a considerable fortune. It is known that the ballast was put down in the neighbourhood where the recent discoveries have been made, and it is conjectured that it is this ballast which is now being unearthed. It is quite likely that, with the primitive methods then in vogue, all the gold may not have been extracted from the quartz, but geological and historical authorities are agreed that it is extremely unlikely that the precious metal would be found in payable quantities. Specimens of the quartz have been eagerly sought after as curios.

Tubby—"Ah, begorra, Pat, if I get up first in the morning I'll chalk it up on your door." Cranks—"Well, if I get up first, I'll rub it out."

POLICE COURT.

Monday 22nd June.

BEFORE MR. HAZLELAND.

ILLICIT OPIUM.

Several Chinese were prosecuted by Excise Officer Spenser for having opium in their possession and selling the same without a certificate. The fines ranged from \$2 to \$25.

TIERED CHAIR COOLIE.

Mr. Cunningham, Manager of the *Daily Press*, prosecuted one of his chair-coolies for refusing to obey orders and being absent without leave.

Complainant stated that at 8 p.m. on the 19th instant, he had a visitor, who as he was leaving desired that a coolie might go down to the chair-station with him. Complainant told his wife to tell defendant to accompany the gentleman. Defendant refused on the plea that he was tired, though he had only done 40 minutes' actual work on that day, taking complainant from his residence to the business office and back again.

On the night of the 21st, at 8.30 p.m., complainant wanted to despatch a letter, and sent for defendant, who was found to be absent. Complainant was then told by his boy that the coolie had gone to do outside chair-work. Defendant admitted himself when questioned that he did outside chair-business.

On Sunday at 5.30 defendant again refused duty, and went away. Yesterday morning he came back demanding his wages, and refusing to leave the premises, complainant gave him in charge.

His Worship in summing up said that there were two charges, viz., refusing to obey a reasonable order given to him by his master, and secondly, leaving without giving adequate notice. On each count defendant would have to pay a fine of \$5 or go to prison for 14 days. His Worship added that the Chinese servant nuisance was becoming intolerable.

BEFORE MR. KEMP.

THEFT OF GRANITE.

A Chinese was charged with unlawfully removing stones from a quarry at Tsat Tze Mai, belonging under lease to the quarry-farmer Tsan King.

Mr. Hastings, of Messrs. Deacon and Hastings appeared for the complainant.

Mr. Geo. J. W. King, Bailiff of the P.W.D., produced the Quarry By-laws, signed by the D.P.W., and Tsan King, the quarry-farmer and showing the portion of quarry land leased to complainant.

Piu Kin, an employee of the complainant, testified to the fact that he saw defendant and his folk remove stones from the place where only Li Tai had a permit from his master (complainant) to quarry stones. He saw them put the stones into a boat.

Tsan King, the quarry-farmer told the court, at the request of Mr. Hastings, that he had leased the portion of quarry land shown on the plan, and possessed the exclusive right to quarry stones from there or issue permits to others to do so, who had to pay him a certain royalty, and that without such permit no one was allowed to remove stones therefrom.

Mr. Waters, in charge of the exporting of stones from the quarry, also stated that he knew defendant removed granite without permit from the area comprised in the quarry-farmer's lease.

Mr. Hastings, addressing the Court, said that defendant was charged with larceny of the granite in question. To prove the charge it must be proved that he has no right to remove the said stones. That Tsan King, his client, had the exclusive right to quarrying of stones and granting permits, was quite clear, also that complainant was entitled to all the profit he could make by granting such permits. It was also proved by evidence that without such permits and a payment of royalties, no one was allowed under any circumstances to remove stones. It has been proved that granite has been removed by defendant without such permit, and he asked his Worship to inflict an appropriate punishment.

The finder was sentenced to one month's hard labour.

THEFT OF IRON CHAIN WHEEL.
Cheung Fat was charged with stealing the gear wheel of a 70-horse gun at the Army Ordnance Stores. Accused of course claimed to have picked up the wheel on the shore, thinking it to be useless old iron. The court, refusing to consider this specious plea, sentenced him to three months' hard labour.

BUREAU.

For burglariously entering No. 23, Peel Street, on the 17th inst. and robbing therefrom various articles to the value of \$50 a Chinaman was sentenced to four months' hard labour.

U. S. COALING STATIONS.

A Washington despatch says:—The policy of our Government as to acquiring coaling and naval stations in foreign countries differs according to the nations concerned. In Cuba we have been making a point of having a complete cession of territory in each instance, so that there shall be no cloud upon our national sovereignty. But we have coaling stations in Japan and Mexico, and in neither have we any actual ownership of the soil.

The Japanese station is at Nagasaki. Its history goes back to 1866, when, in response to the demands of some of the leading nations of the West, the Mikado's Government set apart a strip of land for a foreign concession, dividing it into lots or parcels for the several Powers interested, and handing over two of these to the United States. Japan did not vest the actual title in us, but gave us what is known as a "permanent lease," with all the insignia of sovereignty, and subject only to a nominal ground-rent, amounting to about \$80 a year in our money. The sole condition under which the leasehold lapse would be our refusal or neglect to pay the rent. Having no immediate use for the site, the Government has until lately permitted the Pacific Mail Steamship Company to occupy it—the Company relieving the Government of the annual payment. The Spanish War convinced our naval authorities that we needed coaling stations all over the world; so the Steamship Company was notified of the suspension of its privilege, and the Government proceeded to fit up the quarters for the coal.

It cannot be said that the Japanese Government has regarded our latest move with much enthusiasm. Japan has coal to sell, but it is inferior to ours in quality, and costs a good deal more, measured by effectiveness as fuel. Merchants can use it sometimes under their boilers, but it does not answer for swift manoeuvre. We find it cheaper in the end to send our own coal over the long sea route to Nagasaki, pay Japanese duties on it, maintain costly storage facilities, and take upon ourselves the labour and expense of loading and unloading, than to buy the product of the Japanese mines at first hand. We have accordingly sent out one shipload of six thousand tons, and have another on the way by Magellan Straits. The

accommodations are ample for eighteen thousand tons.

Should war ever break out in such a form or in such waters as to menace our coaling station at Nagasaki, it might become necessary for us to obtain a complete cession of title. Japan has fair to remain our friend and ally for a long time to come, so that no fears are entertained of trouble at her hands; but there might be a war in which either Japan or the United States had a direct share, which would make the present arrangement embarrassing to one nation and perilous to the other.

A like gradual process of acquisition has been going on in the case of the Mexican station, which is at Pichilangua Bay, near the south end of the lower California peninsula. The place is so insignificant, geographically speaking, that it does not appear on the popular maps of the world. There was no settlement close to the point which the United States Government thought best adapted for naval coal storage, but in 1869 the nearest local authorities were limited up, and an easy bargain driven with them. A rough shed was thrown together, the coal was brought around the Cape as convenient and dumped there, and a watchman hired at moderate compensation to keep his eye on the property. As the coal was authentic, no weather-tight housing was needed for it.

Here again the war with Spain emphasized the need of something more ambitious in the way of a coaling station. Before spending any money, however, our Government decided to procure from the Government of Mexico some recognition of the rights of the United States in the premises where the coal was stored. The negotiations were long and tedious. The Mexicans looked with suspicion upon any project for our acquisition of territory from her for martial purposes. Every overture of the Department of State was met by some pretext for postponing consideration of the subject, but our representatives kept their tempers and patiently picked up the threads of correspondence whenever the Mexicans dropped them. At last a bargain was closed, and the federal authorities of Mexico gave the same consent that the local authorities had given nearly a dozen years before. In this instance, as at Nagasaki, the terms of the concession are such that we are substantially sovereign of the little patch of soil covered by our naval coaling yard; and, as Mexico has no navy, it probably would not be much of an undertaking, if trouble should ever arise between the two republics, to run into Pichilangua Bay and seize our coal by force. Still that is a contingency which no one foresees now. Before such a break occurs, we may have gradually acquired all the rights we can make any use of.

In the case of Cuba, it is said in behalf of the Administration, that the conditions would not permit of our obtaining our naval and coaling stations by degrees. The danger of trouble is not so remote there as in the other instances, and the Washington Government insists that it must clear the path of menacing possibilities before it lets go its hold upon the island—in other words, while it is still in a position to dictate terms.

PEKING: EXTENSION OF THE FOREIGN SETTLEMENTS.

A joint Proclamation issued by the Ministers Plenipotentiary of the various Powers, accredited to the Court of Peking, for the information of all whom it may concern.

Be it hereby known that we, the Ministers Plenipotentiary above named, having presented certain matters to the Peace Plenipotentiaries have now received the consent of the Emperor of China to the same, by which it has been arranged that no Chinese shall be allowed to reside within the area containing the Foreign Legations. (The boundaries of the said Legation Concession Area are as follows:—

(1) The southern boundary line marches along the foot of the city wall to the Chienmen-gate (Chi-chi) to the Eastern Single Memorial Tower, North of the Pa-shihman-tang.

(2) The eastern boundary line commences from the Chienmen-gate along Cheker-board Street (Chi-pang-chi), northwards following the foot of the walls of the Imperial City, thence again north to the foot of the wall of the southern part of the Imperial City.

(3) The northern boundary line starts from the foot of the wall of the southern portion of the Imperial City eastwards to the corner of the said Imperial City, thence turning to the north, behind the Erh-shihman-tang, north of the Eastern Single Memorial Tower.

It is hereby required that all Chinese hitherto residing in the area contained within the above noted boundary lines shall remove from thence. As for the houses and lands thus given up by the said owners, the said Foreign Ministers have already consulted and arranged with the Chinese Government to settle the prices to be paid for the said houses and lands in a just and impartial manner for compensation of said owners. In this connection, owners of houses and land shall be required to present their documents and title-deeds at the General Council House of the Foreign Ministers, situated in the Shamo-street, for inspection. Should it happen that owners have lost their title-deeds and other documents they are permitted to petition the matter to the said General Council House, explaining the circumstances, giving the location with particulars of the boundary lines of the said property and all other important matters concerning the same.

The owners of all houses and lands within the Legation Concession Area must also each bring with him two other persons, who shall not only be witnesses but also guarantors that the title deeds, etc., produced by the alleged owners are bona fide and genuine documents; and they shall also guarantee the truth of all allegations made by the said owners. After having made all careful and necessary examination into said claims, the within-named Foreign Ministers shall decide upon just and equitable prices, so that the said owners may obtain whatever may be the right value of their properties under the circumstances. Having determined upon the same to be paid, the said Foreign Ministers will demand these monies from the Chinese Government.

Now be it known that beginning from this date of the issuance of this proclamation a limit of twenty days, that is to say, to the 8th day of the 7th month (25th May) shall be given to the owners of the said properties to present their title-deeds and documents or petitions thereon to the said General Council House in Shamo Street. If it should turn out that false title-deeds have been presented, or that false owners have appeared with claims to property not belonging to them, and such like attempts at fraud, or there may be collusion with witnesses to perpetrate frauds, as soon as these are found out the severest punishments will be dealt out to the culprits, and no leniency will be exercised.

4th May 1901.

TRADE MARK.

WHISKIES.

IRISH.

DUNVILLE'S V. R. ... 1 doz. \$12.00
Do. "Special Liqueur" ... 15.00

SCOTCH.

F. O. S., Very old liqueur ... 15.00
CLUB ... 12.00
SPECIALLY SELECTED ... 11.00
CHOICE OLD HIGHLAND ... 8.00
GLENLIVET ... 7.00
HIGHLAND NECTAR ... 16.00
D. C. L. ... 13.00
HIGHLAND CLUB ... 18.00
DEWAR'S White Label ... 14.00
Do. EXTRA SPECIAL ... 12.00
Do. SPECIAL ... 12.00
P. D. C. ... 13.00
TEACHER'S "Highland Cream" ... 12.00
D. G. Dump bottles ... 9.00
PEAK BLEND do. ... 8.00

AMERICAN.

FINE OLD BOURBON ... \$18.00
CANADIAN RYE ... 15.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 15th May, 1901. [618]

IRON FRAMED.

NEW PLANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901. [1232]

ON SALE.

THE

POLITICAL OBSTACLES

TO

MISSIONARY SUCCESS IN CHINA.

A LECTURE

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1072]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER

No. 37, CAIPE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1386]

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 15th May, 1901. [618]

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ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901. [1232]

ENTERTAINMENT.

HONGKONG VOLUNTEER CORPS.

BY kind permission of Lieutenant-Colonel Sir J. W. Carrington, C.M.G., Commandant, Hongkong Volunteer Corps, a **PROMENADE CONCERT** will be held on the **VOLUNTEER PARADE GROUND**, on **WEDNESDAY, July 3rd**, in aid of the Corps Band Fund.

Admission 51; Naval and Military in uniform half-price.

C. G. PRITCHARD, Captain, R.G.A., Adjutant, Hongkong Volunteer Corps. [1555]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." NAGASAKI. A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.
Length on Blocks ... 513
Width of Entrance on Top ... 89
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide ... 263

DOCK No. 2 (at MUKAJIMA).

Extreme Length ... 371 feet.
Length on Blocks ... 350
Width of Entrance on Top ... 66
Width of Entrance on Bottom ... 53
Water on Blocks at Spring Tide ... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the **LATEST IMPROVEMENTS** and can execute any kind of work in **SHIPBUILDING** and **MARINE ENGINEERING** as well as in **REPAIRING OF SHIPS**. The **COMPANY** has a **POWERFUL SALVAGE PLANT** READY AT SHORT NOTICE. [611]

AMERICAN SYSTEM OF DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 1

NEW ADVERTISEMENTS

WANTED.

A WELL QUALIFIED CLERK accustomed to Translating in Chinese; Good Salary will be paid to competent man. Apply to—

Y. Z.
Care of Kelly & Walsh, Ltd.
Hongkong, 25th June, 1901. [1583]

WANTED.

A EUROPEAN QUARTER-MASTER to superintend the Coxswains of the "Star" Ferry-boats. Must be strictly sober and accustomed to work with Chinese. Apply by letter only, with testimonials, to—

"STAR" FERRY COMPANY, LTD.
Hongkong, 25th June, 1901. [1584]

WANTED—AN OVERSEER.

Apply by Letter to—
THE SECRETARY,
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 25th June, 1901. [1591]

WANTED.

LESSONS in Shortland, Pitman's System, Reporting Style.
Address to—
STENOGRAPHER,
Care of Office of this Paper.
Hongkong, 24th June, 1901. [1582]



PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on THURSDAY, the 27th inst., at 11 A.M., at the Central Police Station, A QUANTITY OF SURPLUS STORES. Terms—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 25th June, 1901. [1535]

FOR SHANGHAI AND CHINGKIANG.

THE Steamship
"ELITA NOSSACK"
Captain Bruhn, will be despatched for the above ports TO-DAY, the 25th June, at 4 P.M.
For Freight, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 25th June, 1901. [1586]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG."
Captain O. S. Weigall, will be despatched as above TO-MORROW, the 26th inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th June, 1901. [1579]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

"AUSTRALIAN."
Captain Helms, will be despatched for the above port TO-MORROW, the 26th inst., at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 25th June, 1901. [1580]

SINGING, PIANO, MANDOLINE, BANJO, &c.

SIGNOR CATTANEO
has RESUMED TUITION.
TERMS—\$10 per Month.
(Two Lessons per Week).
Care of ROBINSON PIANO CO.
Hongkong, 22nd April, 1901. [1078-1]

WANTED.

IMMEDIATE POSSESSION of an EUROPEAN HOUSE at Kowloon.
Apply, Stating Rent, &c., to—
58,
Care of Office of this Paper.
Hongkong, 22nd June, 1901. [1563]

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps, Wood Working and Iron Working Machinery, Saw Mills and Saw Mill Supplies, Sugar and Rice Mill Machinery, Mining and Milling Machinery.
Write for Catalogues and Prices of what you require.
PARKE & LACY CO., 21 and 23, Fremont Street, San Francisco, Cal., U.S.A. [1732]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1534]

YEE SANG & CO.

COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & CO.,
No. 144, DES VOUT ROAD.
[1583]

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [568]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (TUESDAY), the 25th June, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, MIRRORS, PICTURES and ORNAMENTS, DINNER, DESSERT and TEA SERVICES, GLASS and PLATED WARE, One PIANO, One BICYCLE and One RICKSHA, PLANTS in POTS, &c. &c. TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 24th June, 1901. [1576]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (WEDNESDAY), the 26th June, 1901, at 2.45 P.M., at No. 6, West Terrace, THE WHOLE OF THE HOUSEHOLD FURNITURE (Particulars from Catalogue).
TERMS—Cash on delivery.
On View from Tuesday, 25th June.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 22nd June, 1901. [1565]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the Office of the General Managers, on THURSDAY, the 27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 16th June, 1901. [1439]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th July prox., at 1.15 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1901, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 6th prox., both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 20th June, 1901. [1547]

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

INCORPORATED 21st DECEMBER, 1900, WITH A CAPITAL OF £1,000,000 IN SHARES OF £1 EACH.

NOTICE IS HEREBY GIVEN that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is Authorized by the CHINESE ENGINEERING AND MINING COMPANY, LIMITED (herein called the New Company), to issue to the Holders of Shares in the CHINESE ENGINEERING AND MINING COMPANY (herein called the Old Company) provisional Certificates for the fully paid up Shares of £1 each in the capital of the New Company to which the Shareholders in the Old Company are entitled under an agreement dated the 30th July, 1900.
Shareholders in the Old Company are entitled to receive 25 fully paid up Shares of £1 each in the New Company for every Share of 100 Tientsin Tseels in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during banking hours on, or as soon as possible after, the 3rd July next to enable the new Certificates to be made out.
The issue of Shares in the New Company will be made in Certificates of £1, 10, 25 and 100 Shares of £1 each, and Shareholders in the Old Company are requested to intimate on sending in their old Certificates the denominations required.
In the absence of instructions to the contrary Certificates will be made out for 25 Shares each.
The bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.
Further information may be obtained from the said Bank, or from Messrs. DRUMMOND and WHITE-COOPER of Shanghai, Legal Advisers to the Company.
Hongkong, 24th June, 1901. [1578]

THIRTY EIGHT Highly Trained GAMBIE PIGEONS for Sale; also TEN TRAINING BASKETS.
Apply, stating price offered.
H. M. Naval Yard.
Hongkong, 21st June, 1901. [1574]

LAUNCH FOR SALE.

A VERY Strongly Built and Well Finished LAUNCH. All teak. 38 ft. long, 10 ft. 6 in. beam, 5 ft. 6 in. deep. Surface Condensing Engines. Cylinders, 7 1/2 and 15 in. Stroke, 10 inches. Boiler, 5 ft. by 5 ft. 6 in. Steam Pressure, 125 lbs. Speed 10 1/2 miles per hour.
Vessel will be completed and ready for use in Fourteen Days. Very suitable as an Office Launch.
Apply,
H. F. CARMICHAEL,
Queen's Buildings.
Hongkong, 22nd June, 1901. [1564]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION OF SUPERINTENDENT OF PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [339]

TO LET.

TO LET.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRAYA East.
Apply to—
I. P. MADAR,
Victoria Hotel.
Hongkong, 8th June, 1901. [1450]

TO LET.

NO. 2, QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.
Apply to—
S. J. DAVID & CO.,
Hongkong, 8th June, 1901. [1451]

TO LET.

A HOUSE in RIFON TERRACE, HOUSES at LEIGHTON HILL.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 2nd May, 1901. [166]

TO LET.

POSSESSION APRIL 1st.
Apply to—
J. W. NOBLE,
Hongkong, 5th March, 1901. [661]

TO LET.

CRINGLEFORD, ROBINSON ROAD, and THE CASTLE, CASTLE ROAD.
Apply to—
LINSTED & DAVIS,
Hongkong, 19th June, 1901. [1538]

TO LET.

NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE,
Hongkong, 5th March, 1901. [661]

TO LET.

CRINGLEFORD, ROBINSON ROAD, and THE CASTLE, CASTLE ROAD.
Apply to—
LINSTED & DAVIS,
Hongkong, 19th June, 1901. [1538]

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Hongkong, 19th June, 1901. [1538]

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HOTS, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

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Hongkong, 12th June, 1901. [1480]

A MILLIONAIRE'S HOBBIES.

Probably no more interesting personality has
been brought before the public for many years
than that of the late Sir William Cunliffe
Brooks, against whose estate of some £3,000,000
claims are being made to the extent of £800,000.
As will be remembered, the case is now being
tried in Edinburgh, by which the claimants
are endeavouring to prove that his chief
residence was Glen Tana, near Aberdeen.

In 1874, Sir William Brooks was called to
the Bar. At the death of his grandfather,
however, he relinquished his practice and be-
came a partner in the great banking firm which
bears the family name. In 1879, the celebrated
Glen Tana estates first came into prominence
and it would seem that many of his later
eccentricities showed promise of their future
appearance soon after he acquired the
property. Properly spelled, the second word
of "Glen Tana" takes a final "r." But to
suit his English ideas as to the fitness of such
matters, he deemed that this "r" should be
struck off. When Sir William first rented the
property from Lord Huntly, the house was
merely a small fishing-box. So he immediately
set to work, and practically rebuilt it, pulling
down a great deal of small property to make
room for the new manor. From that time to
the date of his death, 200 workmen were con-
stantly employed in turning the one-time
wilderness into a magnificent place of residence.

According to Sir William's own estimate, he
spent regularly £20,000 a year upon the pro-
perty; and this, exclusive of the £150,000 which
is stated as having been the initial price of the
purchase. In place of the cottages which he
destroyed, others, replete with every modern
convenience, had to be erected; the course of
the river was deflected to form miniature
lakes and cascades; trees were planted, and
in one case £10,000 were paid by the eccentric
millionaire for the "wood" of a forest so that
by their becoming his property the trustees
would be unable to sell them to timber mer-
chants to be cut down. In short, the whole
of the neighbouring countryside has under-
gone a complete transformation at his hands.
Even the deer-forest has not escaped "im-
provement." Within quite a short time of
his occupation Sir William encircled its vast
limits with a wire fence seven feet in height,
which was constructed in such a way as to
allow deer to enter, but not to leave it. Among
his tenants he was exceedingly popular. To
their trifling troubles he seems to have lent
a sympathetic ear. He even went so far as to
keep himself fully informed as to their condition
when either in London or upon the Continent.

To enable him to do this, he established a
system of secret espionage, paying gillies and
keepers weekly wages for this purpose. Sum-
s thus expended he invariably turned in his
cheque-book "spectacle money." An instance
of this has come to light during the recent
litigation, in which the man referred to acted
as piper, carpenter, clerk of the works, and
general manager combined. In addition to his
salary of nearly £3 a week, he was given £20 a
year as "birthday money," £15 for acting as
organist in the private chapel, and £10 as
"spectacle money." He was never so happy
as when stalking in the deer-forests, accompanied
by his favourite keeper, Donald Mackintosh.
And of these two men, several amusing an-
ecdotes are told. One of them relates how
Mackintosh found a big rock in the Tana waters,
and said to Sir William that he would very much
like to have it placed upon his grave when he died.
As the same idea had already occurred to Sir
William, he announced that "Masters should
come first and servants afterwards." The
keeper, with the customary license of old re-
tainers, promptly disputed the point, and after
a lengthy argument, induced his master to
agree that the first one to die should have the
stone. Poor "Mac" died first, and the rock
now forms the head-stone of his grave. As
further illustrating the relations which existed
between these two, the story is recorded of an
incident which happened while they were
travelling in the Far East. Upon the quay
where they had landed, Sir William suddenly
stopped short and asked Donald whether
he had any money in his pockets. "Lord, yes,"
replied the unsuspecting gillie, pulling
out a handful of gold and silver from his pocket.
"Here's as much as I'll see for a day or two."
Whereupon Sir William, without a word of
warning, flung out his hand and scattered the
coins over the quayside to the evident conster-
nation of his canny companion. Nor did he
lose the opportunity of reading him a long
lesson on the foolishness of thus wantonly
exposing one's wealth to the gaze of possible
criminal eyes. Sundays seem to have been the
customary days for Sir William Brooks' tour
of inspection around the property. He would
give lavish orders for the building of
houses and cottages—after his own designs
principally—and would refuse to look at them,
until they were fully completed. He would
then go round, and either praise the result or,
should he not like it, order it to be at once
razed to the ground. Another eccentricity lay
in his love of inscriptions. If you pleased him
you were promptly presented with a card
containing some queer quotation written in red
and blue chalk. These colours, by the way,
soon became regarded as distinctive of the man.
The lintels of the cottages he built, the doors
of his rooms, and the ceiling of his dining-room
at Glen Tana, were all covered with strangely
illuminated mottoes. Although an Englishman
by birth, his heart and soul seem to have
been centred on the banks of Tana
water. He dressed his dependants in a tartan
of his own invention, and gloried in the
"pipes" that called him in the morning and
played to him after dinner at night. For Mr.
Ian Cecil, his heir, he had a great affection,
and is said to have cautioned him against drink,
and to have induced him to sign the pledge.
Not that Sir William was an abstemious man,
for this he was not. In fact, so proud was
he of his port, of which he had a renowned

cellar, that he frequently referred to his bottles
as his "tablets." Visitors to the estates
were generally surprised to find curious
carvings, bearing equally curious inscriptions,
dotted about in out-of-the-way places. These
find explanation in the fact that, wherever a
deer was shot, Sir William ordered a monu-
ment, bearing full particulars as to weight and
date, to be erected. In addition to deer-stalking,
however, Sir William took a keen interest in
salmon-fishing, and as the Tana is only a trout
stream, he rented a portion of the Dee. Apart
from these sports, his ideas of exercise seem to
have been somewhat curious. It is related that,
like the men who chartered two oaks and walk-
ed between them, our eccentric millionaire
used to make the coachman drive his trap while
he himself ran behind it.

THE NICARAGUA CANAL.

The Times correspondent writes on the 19th
May from New York:—Mr. John W. Foster
has come forward as the spokesman of the Jinco
faction, which means to abrogate the Clayton-
Bulwer treaty next winter by vote of Congress.
Mr. Foster, who has been Secretary of State
and Minister in Russia and elsewhere, has long
been notorious for his canny in England, and
is skilled in that type of diplomacy which is
more remarkable for shrewdness than scruple.
He now says that it is idle to contend that a
majority of 70,000,000 persons is bound by a
treaty made when it numbered only 23,000,000.
The maintenance of the Monroe doctrine
requires the abrogation of the treaty. England,
which is not a faith-observing country like the
United States, has had ample notice that the
United States intend to violate the treaty, and
cannot, therefore, complain. The country has
determined that the Clayton convention shall
not obstruct the canal. The rejection of Sen-
ate amendments to the Hay-Pauncefote
treaty by England puts an end to all hope of
agreement, and the United States must now go
ahead regardless of England.

There was much more in this swaggering
vein. Mr. Foster was delivering an address to
Yale University on the obligations of treaties,
and this is how the American youth are taught
to observe the obligations of treaties and of
national faith and honour. It is not long since
he was appointed by the President one of the
commissioners for settling difficulties with
Canada. That commission has not been dis-
posed of, and is likely, according to reports
from Washington, again to meet at an
early date, and again endeavour to dispose of the
outstanding questions between Canada and the
United States, including the most troublesome
of all, the Alaska boundary. Mr. Foster is still
a member of the commission, and stands, there-
fore, close to the Administration, and though
he does not, in the usual matter, speak for the
Administration, he has held, and still holds, a
position which makes his influence on public
opinion extremely influential. The fact that
he was the author of an insulting despatch to
Great Britain on Behring Sea matters did not
prevent his re-employment by the State De-
partment. Nor will his preaching of the
doctrine of diplomatic immortality diminish
his authority with the canal party in the
Senate or the country.

Nicaragua seems to be excited by the reports
that this Government is considering the pur-
chase of Panama. Her Minister gives out
statements that he holds that the United
States is bound by the treaties with Nicaragua,
although the most recent depended expressly
on the Hay-Pauncefote treaty. Nicaragua at
any rate is ready to concede everything except
absolute sovereignty over the territory through
which the canal shall pass. But then so is
Colombia.

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To the Relief of Peking—Summary of
Siege—Appendix.

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and SAILORS' HOME, ROYAL
NAVAL CANTEREN.

Price \$1 per Copy Paper Covers; \$1.50 in
Boards.
Hongkong, 16th March, 1901. [782]

FOR SALE, at the PRAX, several Desirable
Residences. Well Situated, and Let to
Good Tenants.

For Particulars, apply to

R. C. WILCOX,

8, Beaconsfield Arcade,

Hongkong, 22nd May, 1901. [1309]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,

GENERAL STOREKEEPERS,

No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900. [2907]

NOTICES TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"HYSON"

having arrived from the above port. Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 21st June, 1901. [1561]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IXION"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 24th instant.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.

Goods undelivered after the 28th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 2nd July.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st June, 1901. [1]

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN."

FROM NEW YORK, STRAITS AND

MANILA.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st July, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
1st July, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st July, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.

Agents.

Hongkong, 26th June, 1901. [1560]

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO', LONDON AND

STRAITS.

THE Steamship

"PLINTSHIRE."

Captain Dwyer, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th inst., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.

Hongkong, 22nd June, 1901. [1577]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, whence and/or from the Wharves

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	To-day
LONDON	GLENCAIRY	Brit. str.	—	C. C. Talbot, E.N.E.	McGREGOR BROS. & GOW	On 28th inst.
LONDON	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 28th inst.
LONDON, AG. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	J. Rafferty	P. & O. S. N. Co.	On 6th July, at Noon.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	—	—	McGREGOR BROS. & GOW	On 11th July.
LONDON	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th July.
LIVERPOOL DIRECT	SACHSEN	Ger. str.	—	H. Supper	BUTTERFIELD & SWIRE	On 23rd July.
PREMEN, VIA PORTS OF CALL	HITACHI MARU	Jap. str.	—	G. Anderson	MELCHERS & CO.	On or about 15th July.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SYDNEY	Ger. str.	—	Aubert	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	NURNBERG	Ger. str.	—	Schmidt	MESSAGERIES MARITIMES	On 28th inst., at Daylight.
HAYRE & HAMBURG	SAMBIA	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 1st July, at 1 P.M.
HAYRE & HAMBURG	WUERZBURG	Ger. str.	—	W. Dohren	HAMBURG-AMERIKA LINIE	To-day
HAYRE & HAMBURG	ACILIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 12th July.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	Williamson	HAMBURG-AMERIKA LINIE	On 26th July.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 30th Aug.
NEW YORK VIA SUEZ CANAL	ARARA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On or about 20th inst.
NEW YORK	L. SCHEFF	Brit. str.	—	O. P. Marshall, E.N.E.	DODWELL & CO. LIMITED	On 28th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	G. D. Bowles, E.N.E.	JARDINE, MATHESON & CO.	On 10th July.
VANCOUVER, VIA MOJI, &c.	DUKE OF FIFE	Brit. str.	—	J. S. Cox	SHEWAN, TOMES & CO.	On or about 1st Aug.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	INDRAPURA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	Quick despatch.
PORTLAND (OR.)	COPIC	Brit. str.	—	—	DODWELL & CO. LIMITED	On 28th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	St. John George	CANADIAN PACIFIC R. CO.	On or about 10th July.
SAN FRANCISCO VIA SHANGHAI, &c.	ROSETTA MARU	Jap. str.	—	N. Tate	DODWELL & CO. LIMITED	On 28th inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 27th inst., at Daylight.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	U. & O. S. S. Co.	On 4th July, at Noon.
YOKOHAMA, KOBE & MOJI	DAIJI MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 27th inst., at Noon.
NAGASAKI & VLADIVOSTOK	ELITA NOBISACK	Brit. str.	—	Th. Nissen	GIBB, LIVINGSTON & CO.	On 28th inst., at 4 P.M.
SHANGHAI & CHUNGKING	WUHAN	Brit. str.	—	Brulan	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	MAIDZURU MARU	Jap. str.	—	Holmes	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	MAIDZURU MARU	Jap. str.	—	E. G. Andrews	GIBB, LIVINGSTON & CO.	To-morrow, at 5 P.M.
SHANGHAI & JAPAN	BAYERN	Ger. str.	—	H. Blecke	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	MAIDZURU MARU	Jap. str.	—	K. Suzuki	P. & O. S. N. Co.	On or about 28th inst.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Asami	MELCHERS & CO.	Quick despatch.
FOOCHOW	DAIJI MARU	Jap. str.	—	K. Solajit	BUTTERFIELD & SWIRE	To-morrow.
TAMU, VIA SWATOW & AMOY	HAIMUN	Brit. str.	—	Davis	TOYO KISEN KAISHA	On 3rd July, at Daylight.
SWATOW, AMOY & TAMSUI	HAIRONG	Brit. str.	—	Bathurst	DOUGLAS LAFRAIK & CO.	On 30th inst.
LOILO & CEBU	CHUNGKING	Brit. str.	—	G. S. Weigall	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
MANILA	CHUNGKING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	ROSETTA MARU	Jap. str.	—	N. Tate	JARDINE, MATHESON & CO.	On 28th inst.
MANILA	DIAMANTE	Brit. str.	—	Ramsey	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	TAIWAN	Brit. str.	—	E. J. Buller	SHEWAN, TOMES & CO.	On or about 14th July.
	KUMSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 P.M.

SHIPPING.

ARRIVALS.
 June 24, HERMON, British cruiser, 4,350, R. Cunningham, Swatow, 22nd June.
 July 24, KIKUKIANG, British str., 1,240, Hopkins, Chetoo, 14th June, General.—BUTTERFIELD & SWIRE.
 June 24, LOONGMOON, German str., 1,245, R. Schmidt, Shanghai 20th June, General.—SIEMSEN & CO.
 June 24, LOONGMOON, British str., 1,092, G. S. Weigall, Manila 2nd June, General.—JARDINE, MATHESON & CO.
 June 24, Dido, British cruiser, 5,000, Tillard, Nagasaki 18th June.
 June 24, Plover, British gunboat, 755, O'Hall, Singapore 17th June.
 June 24, AIRLIE, British str., 2,500, St. John George, Kobe 19th June, General.—GIBB, LIVINGSTON & CO.
 June 24, SYNGKANG, British str., 1,021, Moore, Manila 21st June, General.—BUTTERFIELD & SWIRE.
 June 24, CLARA, German str., 675, Hansen, Haiyong and Hailow 23rd June, General.—JARDINE & CO.
CLEARANCES.
 At THE HARBOUR MASTER'S OFFICE.
 24th June.
 Kikukiang, Japanese str., for Shanghai.
 Air, French str., for Kwang-chow-wan.
 Michael Jackson, German str., for Hailow.
 Independent, German str., for Chetoo.
 Daphne, German str., for Nagasaki.
 Luise, German str., for Taku.
 Loongmoon, German str., for Canton.
 Kikukiang, British str., for Canton.
 Anping, British str., for Canton.
 Rosetta, British str., for Saigon.
 Plover, British str., for Manila.
 Kikukiang, British str., for Shanghai.
 Kikukiang, British str., for Singapore.
 Hong Wan, British str., for Swatow.

DEPARTURES.

June 23, LALPOORA, British str., for Taku.
 June 23, NURANI, British str., for Taku.
 June 23, GLENARTNEY, German str., for Hailow.
 June 24, MICHAEL JACOBSON, German str., for Chetoo.
 June 24, INDEPENDENT, German str., for Chetoo.
 June 24, ROSSETTA, British str., for Saigon.
 June 24, PELLA, British str., for Manila.
 June 24, KAIFONG, British str., for Shanghai.
 June 24, ANPING, British str., for Canton.
 June 24, KIKUKIANG, British str., for Canton.

VESSELS IN DOCK.

24th June.
ABERDEEN DOCKS.—U.S.S. Birmingham, June.
 Union, Erie, Hailow, St. Enoch, Jamar, Sussex, Australian.
COSMOPOLITAN DOCK.—Colonies, München, Sincen.

SHIPPING REPORTS.

The British steamer Loongmoon, from Manila 21st June, had light sea throughout and fine weather and smooth sea throughout.
 The British steamer Kikukiang, from Chetoo 16th June, had thick fog around Saddle, from thence strong S.W. winds and heavy sea.
 The German steamer Loongmoon, from Shanghai 20th June, had from Gutzlaff to Steep Island, from Steep Island to Ocksea strong S.W. wind and heavy sea; from Ocksea to port light and S.W. wind and fine, clear weather.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
 THE Company's Steamship

"HAIMUN,"
 Captain Davis, will be despatched for the above ports TO-DAY, the 25th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 24th June, 1901. [1570]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.
 THE Company's Steamship

"HAILONG,"
 Captain Bathurst, will be despatched for the above ports TO-DAY, the 25th inst., at Noon.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 24th June, 1901. [1569]

VESSELS ON THE BERTH.

FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship
 "DAPHNE,"
 Captain Th. Nissen, will be despatched for the above ports TO-DAY, the 25th inst., at 3 P.M.
 This Steamer has superior accommodation for First Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 19th June, 1901. [1544]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship

"KUMSANG,"
 Captain E. J. Buller, will be despatched for the above ports TO-DAY, the 25th inst., at 3 P.M.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 19th June, 1901. [1543]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
 THE Imperial German Mail Steamship

"BAYERN,"
 OF THE NORDDEUTSCHER LLOYD.
 Captain H. Blecke, due here with the outward German Mail about the 25th inst., will leave for the above places about 24 hours after arrival.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 22nd June, 1901. [9]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).
 THE Company's Steamship

"MAIDZURU MARU,"
 Captain K. Suzuki, will be despatched for the above ports TO-MORROW, the 26th June.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 13th June, 1901. [18]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
 "AIRLIE,"
 Captain J. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 11th June, 1901. [1427]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship

"DIAMANTE,"
 Captain Ramsey, will be despatched for the above ports on FRIDAY, the 28th inst., at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
 A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 24th June, 1901. [1571]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAYRE & HAMBURG. (Calling at Singapore and Penang)	On 25th June } Freight.
SAMBIA	HAYRE, BREMEN & HAMBURG. (Calling at Singapore and Colombo)	On 12th July } Freight.
WUERZBURG	HAYRE & HAMBURG. (Calling at Singapore and Penang)	On 26th July } Freight.
ACILIA	HAYRE & HAMBURG. (Calling at Singapore and Colombo)	On 9th Aug. } Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 13th June, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clatter Road.

A. S. MIHARA,
 Manager. [13]

Hongkong, 15th June, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND JAPAN	MALACCA	About 29th June	Freight or Passage.
LONDON	JAPAN	About 28th June	Freight or Passage.
SHANGHAI	BENGAL	About 5th July	Freight or Passage.
LONDON, &c.	CHUSAN	June 6th	See Special Advertisement.

For Further Particulars, apply to

H. A. RITCHIE,
 Superintendent. [1]

Hongkong, 15th June, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	THURSDAY, 27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd Jan., 1902.
PREUSSEN	WEDNESDAY, 5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 19th Feb., 1902.
SACHSEN	WEDNESDAY, 5th Mar., 1902.

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain H. Supper, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 25th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 26th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 25th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th June, 1901. [9]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,887	J. Truebridge	July 16th
GLENOCLE	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. Doctor and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad traveling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
 General Agents. [11]

Hongkong, 8th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA," Comdr. O. P. Marshall, E.N.E., WEDNESDAY, 26th June, 1901.
 "EMPEROR OF JAPAN," Comdr. H. Pybus, E.N.E., WEDNESDAY, 17th July, 1901.
 "EMPEROR OF CHINA," Comdr. H. Archibald, E.N.E., WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIA IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Closely connected, it is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PELEUS"	On 27th June.
GLASGOW and LIVERPOOL.	"DEUCALION"	On 2nd July.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.

(Taking Cargo at London Rates) S.S. "IXION" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN on the 22nd inst., a.m.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th June, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUNAN"	On 26th June.
SHANGHAI	"WHAMPOA"	On 26th June.
FOOCHOW	"TAIYUAN"	On 26th June.
ILOILO and CEBU	"CHINKIANG"	On 26th June.
MANILA	"SUNGKIANG"	On 26th June.
YOKOHAMA, KOBE and MOJOI	"TSINAN"	On 26th June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th June, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"ROSETTA MARU." 3,411 tons gross, Captain N. Tait, will be despatched for the above port on FRIDAY, the 28th inst., at 4 p.m. This Mail Steamer is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

A. S. MIHARA,
Manager.

Hongkong, 22nd June, 1901.

"GLEN" LINE OF STEAMERS.

THE Company's Steamship

"GLENHARRY." Captain J. S. Stevenson, will be despatched as above on the 28th June. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 30th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU." Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 30th inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY. Operating the New First Class Steamships "ANDRAVELL," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJOI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA" will be despatched for Portland (Or.) on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

SHEWAN TOMES & CO.,
Hongkong, 22nd June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CAIRO. Sailings from CALCUTTA for CAPE POINT every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

CLAYTON, British str., J. Barker.—Dodwell & Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migne, Oriz.—Brasão & Co.
EWE J. KAY, American barque, Kato.—Sander, Weiler & Co.
BANZA, British str., Amr.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.

THE O. & O. S. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th June, at Daylight, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,

ACTING AGENT.

Hongkong, 3rd June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY." Captain Warner, will be despatched as above on or about the 20th June, 1901. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 p.m., the Company's Steamship "SYDNEY," Captain Anbert, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th June, 1901.

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on or about 10th July, 1901. For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 14th June, 1901.

FOR NEW YORK.

THE Steamship

"L. SCHEFF" will load for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 3rd June, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE" 30th June.

"HUDSON" About 17th July.

"HATHURN" "SATSUMA"

Calling at MANILA.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 24th May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 8th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK"

Captain J. Rafferty, will be despatched for the above ports on the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 13th June, 1901.

HONGKONG.

STEAMERS.

Airlie, British steamer, 2,500, George, June 21.	Gibb, Livingston & Co.
Austrian, British str., 3,400, Holms, June 19.	Gibb, Livingston & Co.
Burnside, Amr. str., 1,400, Laffin, April 14.	U.S. Government
Choyang, British str., 1,194, Payne, June 18.	Jardine, Matheson & Co.
Chungang, British str., 1,419, Muir, June 22.	Jardine, Matheson & Co.
Clara, German steamer, 675, Hansen, June 24.	Johsen & Co.
Coptic, British str., 2,744, Rinder, June 20.	O. & U. S. S. Co.
Daphne, German str., 1,290, Nissen, June 21.	Stomsson & Co.
Devonshire, British str., 2,364, Conall, June 17.	Standard Oil Co.
Duke of Fife, British str., 2,416, Cox, June 15.	Dudwell & Co., Limited
Empress of India, British str., 3,003, Marshall, June 17.	C. P. R. Co.
Flinthire, British str., 2,476, Dwyer, June 22.	Showen, Tomes & Co.
Huila, French steamer, 377, Merlees, June 9.	A. R. Marty
Hailong, British str., 783, Bathurst, June 22.	Douglas Lapraik & Co.
Haiman, British steamer, 636, Davis, June 23.	Douglas Lapraik & Co.
Hanoi, French steamer, 768, Merlees, June 23.	A. R. Marty
Henthurn, British str., 2,740, Kotley, June 20.	Doddwell & Co., Ltd.
Hong Wan I, British str., 2,000, Fripp, June 21.	Chinese
Hue, French steamer, 704, Godinay, June 23.	A. R. Marty
Kashin, British str., 1,153, Sanderson, June 16.	Butterfield & Swire
Kolschlag, German str., 1,290, Leuss, June 18.	Butterfield & Swire
Kunwang, British str., 2,078, Buller, June 18.	Jardine, Matheson & Co.
Longman, Ger. str., 1,245, Schullt, June 24.	Stomsson & Co.
Longwang, British str., 1,080, Weigall, June 24.	Jardine, Matheson & Co.
Louis, German str., 2,080, Menzell, June 24.	Order
Mausang, British str., 1,645, Welsch, June 21.	Jardine, Matheson & Co.
Muenchen, German str., 4,691, Krebs, May 28.	Melchers & Co.
Oak Branch, British str., 2,034, Schell, June 12.	Doddwell & Co., Limited
Obi, British steamer, 1,051, Pinkham, June 11.	M. B. Kaisha
Phra C. C. Kluo, British str., 1,012, Unsworth, June 20.	Butterfield & Swire
Queen Adelaide, Brit. str., 1,835, McNair, June 21.	Doddwell & Co., Limited
Sankian, Ger. str., 1,374, Brandstetter, June 6.	Melchers & Co.
Simongau, Dutch str., 1,818, Sandman, April 18.	Chinese
Sunghang, British str., 1,021, Moore, June 24.	Butterfield & Swire
Taiwan, British str., 1,450, Nelson, June 15.	Butterfield & Swire
Tryn, Norwegian str., 710, Dale, June 10.	A. R. Marty

SAILING VESSELS.

Celest Barril, British ship, 1,704, Jeffry, May 29.

Holliswood, Amr. bark, 1,084, Knight, June 14.

M. de Villars, French bark, 1,171, Rional, May 31.

E. A. Trading Co., Limited

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.

Sussex, British bark, 1,212, Guthrie, May 17.

Master

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrité, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku

Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung

Argonaut, battleship, 11,000 tons, 16 guns, Capt. H. Cherry, R.N., at Chinkiang

Astron, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai

Aurora, cruiser, 5,000 tons, 12 guns, 5,500 h.p., Capt. E. H. Bay, C.B., at Woosung

Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,111 h.p., Capt. F. H. Henderson, C.M.G., at Woosung

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. B. Jellicoe, C.B., at Taku

Daphne, sloop, 1,140 tons, 6 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 8,600 h.p., Capt. P. F. Tildard, at Hongkong

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong

Eek, gunboat, 383 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong

Firebrand, gunboat, 456 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton

Glory, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Yokohama

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong

Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cunningham, at Hongkong

Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai

Janus, torpedo-boat destroyer, in reserve, at Hongkong

Kinshia, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy

Oceana, battleship, Hon. A. G. Curzon Howe, at Weihaiwei

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung

Oriel, torpedo-boat destroyer, Lieut. Comdr. C. P. Masal, at Weihaiwei

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. M. Nicholson, at Tongku

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Com. A. H. Oldham, at Hongkong

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei

Plover, gunboat, 453 tons, 6 guns, 1,260 h.p., Lieut. Comdr. C. Geyer, at Kinkiang

